

WHAT IS CLAIMED IS:

1. A fuel, useful as a diesel fuel comprising a Fischer-Tropsch derived hydrocarbon distillate having $343^{\circ}\text{C} < \text{T90} < 538^{\circ}\text{C}$ and a cold filter plugging point of less than or equal to $+5^{\circ}\text{C}$.
2. A fuel according to claim 1 having having $349^{\circ}\text{C} < \text{T90} < 338^{\circ}\text{C}$.
3. A fuel according to claim 1 having $371^{\circ}\text{C} < \text{T90} < 482^{\circ}\text{C}$.
4. A fuel according to claim 1 having $371^{\circ}\text{C} < \text{T90} < 427^{\circ}\text{C}$.
5. A fuel according to claim 1, 2, 3 or 4 wherein the cold filter plugging point is less than or equal to -5°C .
6. A fuel according to claim 1, 2, 3 or 4 wherein the cold filter plugging point is less than or equal to -15°C .
7. A fuel according to claim 1, 2, 3 or 4 wherein the cold filter plugging point is less than or equal to -30°C .
8. A fuel according to claim 1 wherein the hydrocarbon distillate contains:
 - <10 wppm Sulfur, Nitrogen
 - <2 wt % aromatics
 - <0.1 wt % polyaromatics.

9. A fuel according to claim 1 wherein the hydrocarbon distillate contains:

<5 wppm Sulfur, Nitrogen

<1 wt % aromatics

<0.1 wt % polyaromatics.

10. A fuel according to claim 1 wherein the hydrocarbon distillate contains:

<1 wppm Sulfur, Nitrogen

<0.1 wt % aromatics

<0.1 wt % polyaromatics.

11. A fuel according to claim 1 wherein the hydrocarbon distillate has a cetane number greater than 65.

12. A fuel according to claim 1 wherein the hydrocarbon distillate has a cetane number greater than 75.

13. A method of reducing smoke during operation of a diesel engine comprising combusting a Fischer-Tropsch derived hydrocarbon distillate having a $343^{\circ}\text{C} < T_{90} < 538^{\circ}\text{C}$ and containing;

<10 wppm Sulfur, Nitrogen

<2% aromatics

<0.1% polyaromatics

wherein the cold filter plugging point of the distillate is less than or equal to -5°C .

14. A method according to claim 13 wherein the hydrocarbon distillate has a $349^{\circ}\text{C} < T_{90} < 338^{\circ}\text{C}$.

15. A method according to claim 13 wherein the hydrocarbon distillate has a having $371^{\circ}\text{C} < T_{90} < 482^{\circ}\text{C}$.

16. A method according to claim 13 wherein the hydrocarbon distillate has a having $371^{\circ}\text{C} < T_{90} < 427^{\circ}\text{C}$.

17. A method according to claim 13, 14, 15 or 16 wherein the hydrocarbon distillate has a cold filter plugging point of less than or equal to -15°C .

18. A method according to claim 13, 14, 15 or 16 wherein the hydrocarbon distillate has a cold filter plugging point of less than or equal to -30°C .

19. A method according to claim 13 wherein the hydrocarbon distillate contains:

<5 wppm Sulfur, Nitrogen
<1 wt % aromatics
<0.1 wt % polyaromatics

and has a cetane number of at least 65.

20. A method according to claim 18 wherein the hydrocarbon distillate contains:

<1 wppm Sulfur, Nitrogen
<0.1 wt % aromatics

<0.1 wt % polyaromatics

and has a cetane number of at least 75.

21. A method of making a fuel, useful as a diesel fuel, comprising a Fischer-Tropsch derived hydrocarbon distillate having $343^{\circ}\text{C} < \text{T}_{90} < 538^{\circ}\text{C}$ and a cold filter plugging point of less than or equal to $+5^{\circ}\text{C}$.

22. A method according to claim 21 wherein the hydrocarbon
10 distillate contains:

<1 wppm Sulfur, Nitrogen

<0.1 wt % aromatics

<0.1 wt % polyaromatics

and has a cetane number of at least 75.